

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Lawrence Murdoch, Georges, 35,000 lbs. cod.
Sch. Kentucky, Cape Shore, 20,000 lbs. fresh cod, 25,000 lbs. haddock, 8000 lbs. hake, 2000 lbs. cusk.
Sch. Henry M. Stanley, Bay of Islands, N. F., 1350 bbls. salt herring.
Sch. Talisman, Bay of Islands, N. F., 900 bbls. frozen herring, 80 bbls. herring.
Sch. Wm. H. Rider, Brown's Bank, 2500 lbs. fresh cod, 1500 lbs. haddock, 3500 lbs. hake, 1000 lbs. cusk.
Sch. Joseph Warren, shore, 12,000 lbs. fresh fish.
Sch. Ralph Russell, shore, 15,000 lbs. fresh fish.
Sch. Admiral Dewey.
Sch. Mary Cabral.
Sch. Ella M. Goodwin, via Boston.
Sch. Manomet, shore.
Sch. Viking, shore.
Sch. Clara M. Littlefield, shore.
Sch. Evelyn L. Smith, shore.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$4.00 per cwt., medium do., \$3.25; large trawl Georges, \$3.75, medium do., \$3.00; handline cod from deck, caught east of Cape Sable, \$3.75; medium do, \$3.00; large trawl bank cod, \$3.25; medium do., \$2.75 large dory handline cod, \$3.50, medium do., \$3.

Outside sales dory handline bank cod \$3 5-8 per cwt. for large and \$3 1-8 per cwt for medium

Outside sales of Bank cod, \$3.25 per cwt. for large and \$3 05 for mediums.

Newfoundland salt herring, \$3 per bbl. Bank halibut, 13 cents per lb. for white and 9 cents for gray.

How on

Jan. 8.—Ar., sch. Sadie Nunan, 4000 haddock, 1500 cod, 2000 cusk, 500 pollock.
Sch. Samoset, 11,500 cod.
Sch. Flirt, 1300 haddock, 2500 cod, 5000 hake, 2000 pollock.
Sch. Irene and Mar, 4500 haddock, 6000 cod, 2000 pollock.
Sch. James S. Steele, 4500 haddock, 1000 cod, 500 hake, 500 pollock.
Sch. Vesta, 11,000 cod.
Sch. Tecumseh, 10,000 cod.
Sch. Doreas, 6000 haddock, 3000 cod, 2000 pollock.
Sch. John M. Keen, 6000 haddock, 1500 cod, 500 pollock.
Sch. Mattakesett, 8000 haddock, 2500 cod, 1500 pollock.
Sch. James G. Blaine, 20,000 haddock, 3000 cod, 2000 pollock.
Sch. Dawson City, 12,000 haddock, 3000 cod, 6000 pollock.
Sch. Blanche, 14,000 haddock, 6000 cod, 15,000 hake, 4000 pollock.
Sch. E. C. Hussey, 32,000 haddock, 2000 cod.
Str. Quartette, 1000 fresh fish.
Sch. Two Sisters, 3000 fresh fish.
Sch. Two Forty, 3000 fresh fish.
Sch. Ida S. Brooks, 6000 fresh fish.
Sch. Gladiator, 14,000 halibut.
Sch. Rob Roy, 11,000 haddock, 7500 cod, 7000 pollock.
Sch. Cavlare, 7000 haddock, 2000 cod.
Sch. Alcina, 14,000 haddock, 2500 cod, 1500 pollock.
Haddock, \$3.50 to \$4; large cod \$3.50 to \$4; market cod, \$3 to \$4; pollock, \$3 to \$3 50; hake, \$3 to \$3 50.

Herring Notes.

Sch. T. M. Nicholson, cleared from Louisburg for Fortune Bay on Friday.
Sch. Independence towed to Boston this morning, having sold her cargo to the Boston Herring Company.

So Say Prominent T Wharf Dealers.

The Boston Journal thinks "that the Gloucester gentle men will have taken on themselves a large undertaking is needless to declare for one of the leading dealers on T wharf, and an officer in the association, told a Journal representative yesterday that there was not the slightest possibility of the business being transferred from Boston to Gloucester, for the reason, if no other, that Gloucester had no railway facilities to compare to Boston. Boston being a terminal of trunk lines, fish caught in the morning had been brought to the wharf and shipped inland the same day, whereas at Gloucester, fish brought to the market in the afternoon must of necessity be left till the next morning. So he considered the question absolutely without argument.

That the T Wharf business would eventually remove to South Boston he was quite confident, but the time of moving could not be indicated at present.

A Boston Post representative obtained the following in his interview:

"Boston's fish dealers move their headquarters to Gloucester?" Out of the question!" said M. F. Blanchard of the firm of Bunting & Emery and president of the T Wharf Fish Market Corporation.

"The vital point in this new attempt in Gloucester to allure us there is a claim of as little delay and handling of the fish as possible. In the first place by far the greater portion of the catch would be landed at Boston anyway. It is taken at points from which conveyance to Gloucester is not to be thought of.

"Gloucester is not and never can be a distributing point. The fish would have to be sent back to Boston for distribution to the consumers, and thus to delay in delivery and injury through handling would be added extra freight charges. Suppose our boats came in late on some particular day, which is often the case through calms or other causes, we can usually get the fish under way to their destination the same day. From Gloucester this would be impossible."

Asked if the corporation had the option of renewal on its lease of T wharf, Mr. Blanchard declined to answer. He said, however, that the lease did not expire until 1904.

"The change that is coming in our business," Mr. Blanchard said, "is that from sailing to steam boats. Quickness of delivery is all important. I wish to emphasize the fact that we are and desire to remain on the most amicable terms with Gloucester. There is no reason for doing otherwise. But we shall not move there to do business."

F. G. Phillips, manager of B. F. Phillips & Co., said of the removal scheme: "Removal to Gloucester would make everything one day late. Former attempts to do business in opposition to Boston have failed, and such will continue to be the case."

"Before the business goes to Gloucester it will go to the moon," said W. A. Stubbs, a Lynn retail dealer. "No inducement that Gloucester could hold out would do it. Why did Swampscott fail to keep up her supremacy in the business? Because it is out of the world. Then what chance has Gloucester?"

A representative of John R. Neal & Co. said: "Gloucester is too far away from everything. Freight charges would eat up profits."

The same sentiments were expressed by several other dealers.

Notwithstanding these statements by the Boston dealers, it is felt that they may change their minds, and that the committee of the city government which is to visit the T wharf men may be able to offer some inducements which may make it to their advantage to come here and locate.

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To-day's Arrivals and Receipts.

Sch. Mary T. Fallon, shore.
Sch. Ida S. Brooks, shore.
Sch. Clara R. Harwood, shore.
Sch. Valkyrie, Bay of Islands, N. F., 900 bbls. salt herring, 600 bbls. frozen herring.
Sch. Ada S. Babson, (of Bucksport, Me.) Bay of Islands, N. F., 1800 bbls. salt herring.
Sch. Hazel Oneita, Cape Shore, 25,000 lbs. fresh cod, 10,000 lbs. haddock, 5000 lbs. hake.
Sch. Virginia, Cape Shore, 20,000 lbs. fresh cod, 40,000 lbs. haddock.
Sch. Penobscot, Georges, 40,000 lbs. cod.
Sch. Norman Fisher, Georges, 40,000 lbs. cod.
Sch. Marsala, Georges, 40,000 lbs. cod, 17,000 lbs. fresh cod.
Sch. Gladiator, Quero Bank, via Boston, 5000 lbs. cod.

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Outside sales dory handline bank cod \$3 5-8 per cwt. for large and \$3 1-8 per cwt for medium

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Newfoundland salt herring, \$3 per bbl. Bank halibut, 13 cents per lb. for white and 9 cents for gray.

Boston

Jan. 9.—Ar., sch. Illinois, 23,000 haddock, 9000 cod.
Sch. Latona, 14,000 haddock, 8000 cod, 5000 pollock.
Sch. Edith Emery, 12,000 haddock, 20,000 cod, 2000 pollock.
Sch. Mary G. Powers, 20,000 haddock, 5000 cod, 10,000 hake, 2000 pollock.
Sch. Argo, 15,000 haddock, 18,000 cod, 7000 pollock.
Sch. Agnes V. Gleason, 12,000 haddock, 8000 cod.
Sch. Navahoe, 10,000 haddock, 20,000 cod, 2000 pollock.
Sch. Gloriana, 15,000 haddock, 10,000 cod.
Sch. Senator Sanbury, 10,000 haddock, 10,000 cod, 2000 pollock.
Sch. Sarah H. Prior, 7000 haddock, 3000 cod.
Sch. Eva and Mildred, 1200 haddock, 1000 cod, 100 hake.
Haddock, \$2.25 to \$3; large cod, \$2.75 to \$3; market cod, \$2.25 to \$2 50; pollock, \$2; hake, \$2.50 to \$3.

Freezing Weather Reported at Bay of Islands, N. F.

Vessels Are Running Up the Price on the Fish.

A dispatch from Bay of Islands, N. F., last night reports freezing weather there. Another dispatch from Bay of Islands reports the herring getting scarce and the vessels running the price up.

Sch. Dreadnaught has loaded with frozen herring at Bay of Islands and is bound home with a full cargo.

The fare of salt herring of sch. Valkyrie was sold to Slade Gorton & Co. at \$3 per barrel.

The fare of sch. Ada S. Babson of Bucksport, now at this port, has been sold to Boston parties.